

Intimations.

DAKIN BROS. OF CHINA, LIMITED,
DISPENSING CHEMISTS, &c.

CHEMISTS AND AERATED WATER
MANUFACTURERS.

A REFRESHING WHOLESOME DRINK.

**DAKIN'S
LEMON SQUASH.**
A VERITABLE LEMON SQUASH
AERATED, COOLING, THIRST
QUENCHING.

PER DOZEN 50 CENTS.

(Telephone No. 60.)

No. 22 & 24, QUEEN'S ROAD CENTRAL.
Hongkong, 4th May, 1891.



A. S. WATSON & CO., LTD.
(ESTABLISHED A.D. 1841.)
HONGKONG.

WE invite attention to the following old
lauded Brands, all of which are of
excellent quality and good value for the money.

The same being specially selected by our
London House, and bought direct from the most
noted Shippers, are imported in wood and bottled
by ourselves, thus enabling us to supply the
best goods at moderate prices.

In ordering it is only necessary to state
the name and quantity of Wine or Spirit wanted,
and initial letter for quality desired.

Orders through Local Post or by Telegram
receive prompt attention.

PORTS. (For Invalids and general use.)

	Per Case	Per Doz.
A Alto Douro, good quality, Green Capsule	\$10	\$1.00
B Vintage, Superior quality, Red Capsule	12	1.10
C Fine Old Vintage, superior quality, Black Seal Capsule ..	14	1.25
D Very Fine Old Vintage, extra superior, Violet Capsule (Old Bottled)	18	1.50

	Per Case	Per Doz.
SHERRIES.		
A Delicate Pale Dry, dinner wine, Green Capsule	6	0.60
B Superior Pale Dry, dinner wine, Green Seal Capsule ..	7.50	0.75
C Manzaniella, Pale Natural Sherry, White Capsule	10	1.00
CC Superior Old Dry, Pale Natural Sherry, Red Seal Capsule	10	1.00
D Very Superior Old Pale Dry, choice old wine, White Seal Capsule	14	1.50
E Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled)	14	1.50

	Per Case	Per Doz.
CLARETS.		
A Superior Breakfast Claret, Red Capsule	\$4	\$4.50
B St. Zephyr, Red Capsule ..	4.50	5.00
C St. Julien	11	12.00
D La Rose	12	12.50

	Per Case	Per Doz.
BRANDY.		
A Hennessy's Old Pale, Red Capsule	\$12	\$1.10
B Superior Very Old Cognac, Red Capsule	14	1.25
C Very Old Liqueur Cognac, Red Capsule	18	1.50
D Hennessy's Finest Very Old Liqueur Cognac, 1875 Vin- tage, Red Capsule	24	2.00

	Per Case	Per Doz.
SCOTCH WHISKY.		
A Thorne's Blend, White Cap- sule	8	0.75
B Watson's Glenorchy Mellow Blend, Blue Capsule with Name and Trade Mark ..	8	0.75
C Watson's Abergeldy Glenlivet, Red Capsule, with Name and Trade Mark	8	0.75
D Watson's H K D Blend of the Finest Scotch Malt Whiskies, Violet Capsule ..	10	1.00
E Watson's Very Old Liqueur Scotch Whisky, Gold Capsule ..	12	1.10

	Per Case	Per Doz.
IRISH WHISKY.		
A John Jameson's Old, Green Capsule	8	0.75
B John Jameson's Fine Old, Green Capsule	10	1.00
C John Jameson's Very Fine Old, Green Capsule	12	1.10
GENUINE BOURBON WHISKY, finest Old, Red Capsule, with Name ..	10	1.00

	Per Case	Per Doz.
GIN.		
A Fine Old Tom, White Capsule ..	4.50	0.40
B Fine Unsweetened, White Capsule	4.50	0.40
C Fine A. V. H. Geneva	5.25	0.50

	Per Case	Per Doz.
RUM.		
Finest Old Jamaica, Violet Capsule	12	1.00
Good Leeward Island	\$1.50	per Gallon.

	Per Case	Per Doz.
LIQUEURS.		
Benedictine	Maraschino	
Curaçao	Herring's Cherry Cordial	
Chartreuse	Dr. Slegert's Angostura	
	Bitters, &c.	

The Hongkong Telegraph.
HONGKONG, WEDNESDAY, JULY 8, 1891.

TELEGRAMS.

THE KAISER'S VISIT TO ENGLAND.

LONDON, July 6th.

The Emperor of Germany arrived in England
on Saturday. The splendour of the welcome
accorded him was without precedent. The Press
considers his visit of great political importance.

LOCAL AND GENERAL.

DURING a heavy squall on Sunday a junk near
Sam-shui-pot got waterlogged. Two soldiers
very pluckily put off from Stonecutters' Island
in a small rowing-boat, to help, but Mr. Smith
got ahead in his launch from Cosmopolitan
Dock, and rescued the woman and child who
were on the sinking craft.

At the Magistrate's-day Mr. Wise delivered his
judgment, "found drowned," in the inquiry on
the bodies of two junk men picked up opposite
Yau-ma-tei on the 29th June last, as previously
reported. As the only witnesses who could
account for their death are probably implicated
in the offence which led to it, there is no chance
of sifting the matter to the bottom.

We learn from a reliable telegraphic source that
Raub, if not on the boom, are at least in strong
demand in Brisbane—the head office of the recent
Syndicate, and that by reason of the recent
"Guns" shares have advanced considerably.
No quotation, however, has been given so
we are unable to say how much beyond their
recent value of 21.6d. they have gone. As will
be seen in our Commercial column they are
quoted locally at \$1 and if prospects are to be
relied upon Raub scrip will be eagerly sought
after in the near future.

THE sojourn of the Kwangtung Provincial Treas-
urer to this metropolis of the east was uninter-
esting to-day by a visit to the Gaol. He was accom-
panied by some six or eight of his suite, and
several Chinese officials of the Magistrate's
Court did the honours, showing the historic
dungeons in which famous men suffered,
the classic window through which,
as the story goes, spirituous liquors were smug-
gled in for the relief of the heroes; and all
the romantic spots associated with so many
scenes of poetry and fable. The Fan Tai was
much affected.

ONLY last week we reported the flourishing condi-
tion of the rice fields, says the Foochow Echo of
Saturday last, and now we have to note their
failure, which has been caused by the floods.
Those on the river side are considered a total
loss, while those situated in higher quarters can
only be expected to yield about half of the usual
amount! Such a change of fortune is much to
be lamented, and the loss is doubled by the
destruction of the plants of the second crop,
which the farmers generally plant out about a
fortnight after the first crop, and which will
now require complete renewal.

REFERRING to the failure of the Chinese hong
in Amoy a week or two ago, the Hongkong and
Shanghai Bank and Messrs. D. D. Olla & Co.
are the foreign creditors, according to
the Times. The Bank is likely to
cover nearly the whole of their amount,
and the Parsee firm will probably recover
about a third. It is to be hoped they will
get it. Our contemporary adds that one or
two more Chinese firms in Amoy are on the
verge of ruin. It is said to be the outcome of
Messrs. Russell & Co.'s failure; creditors are
scared, and are clamorous for their money.

A JAPANESE native paper tells a feeble yarn
about a man who was washing for old porcelain
in the sea, bordering on the province of
Iyo, Shikoku, where, as the water is exceedingly
deep and there is a rapid current, people are pre-
vented recovering this lost treasure easily.
However, he hit upon the idea of tying a string
to a large octopus and lowering it into the sea,
with the result that when hauled up it had
fastened itself on a piece of porcelain. If they
were men in Hongkong who, if they were
lowered by a piece of string into the sea, would
bring up the bottom or perish—they couldn't let
go. Anyhow we are willing to try them, if
they'll let us hold the other end of the string.

UNDER the anomalous system which permits
the existence of one department to look after
drains and another after the roads it is only to
be expected that public interests should suffer,
but even that does not excuse those who are
responsible for the opening of a trench in
Ice-house Street, from top to bottom, and leaving
it open, unguarded and unbecomingly, for a whole
week! At least two ratepayers, to our knowl-
edge, have sustained injuries of a more than
trivial nature since this extensive pit was opened
up, but we suppose the Drainage Board is wait-
ing for a fatal accident. It is indeed regrettable
that the Military Extortion and the increase of
salaries to the Servile Service should have
reduced the public funds to such an extent that
there is not now the wherewithal remaining to
purchase a plank to put over the chasm at the
top of Zealand Street.

THAT wonder of wonders and witless of witless
men, Col. R. G. Ingervill whilst responding to
the toast of his health at a banquet held at the
"Clover" Club, Philadelphia, delivered himself,
impromptu, thus:—A wonderful thing is
"Clover." It means honey and cream; that is to
say—industry and contentment; that is to say
the happy bees in perfumed fields, and at the
cottage gate "Old Bos" the bountiful, solemnly
chewing satisfaction cud, in that blessed twilight
pause, that like a benediction falls between
all toil and sleep. This Clover makes me dream
of happy home—of dimpled babies, of wholesome
loving wives, of honest men, of spring, and
brook and violets and all there is of stainless
joy in peaceful human life. A wonderful word
is "Clover!" Drop the "C" and you have the
happiest of mankind. Take away the "C" and
"R" and you have left the only thing that
makes a heaven of this dull and barren earth.
Cut off the "R" alone and there is left a warm
cutful bud that sweetens breath and keeps the
peace in countless homes whose masters frequent
Clubs. After all, Bottom was right, "Good hay,
sweet hay, hath no fellow."

A PARODY BY THE "GOAT."
Across the Peak the white clouds fly,
The breeze is sighing low
If you must stay on land, good-bye I—
Sampanning I must go;
Sampanning I must go, sweetheart,
Sampanning I must go.
Then kiss me, dear, and dry that tear,
If you will bide behind,
A maiden waits on Bay View pier,
Who is not at all unkind
Who is not at all unkind, sweetheart,
Who is not at all unkind.
But come with me, the wind blows free,
The time that we were gone I—
By Quarry Bay there grows a tree,
Your name is carved thereon;
Your name is carved thereon, sweetheart,
Your name is carved thereon.

With wings of white our craft takes flight,
Her wake shines like a sword.
Ah, well may she go dancing light
That carries Love aboard!
That carries Love aboard, sweetheart,
That carries Love aboard!
The moments run till day is done,
Till day is done, too soon.
We wait not sailing with the sun,
We'll sail back with the moon,
We'll sail back with the moon, sweetheart,
We'll sail back with the moon.

The natives of Foochow are freely talking about
and discussing in the streets the late riots in the
North, the news of which, the Echo believes,
they got from native newspapers. As such news
always causes harm amongst the ignorant
classes our contemporary thinks it would be
well if the authorities stopped all native news-
papers from publishing any such accounts unless
they be absolutely correct.

In the Supreme Court to-day the will suit Tang
Yung Mow v. Tang Tung Shing was continued
before the Acting Chief Justice. A witness
called by Mr. Leach gave a mass of interesting
details about the late Whampoa of plaintiff's
father, Kau Chong, when three months
old, to the "Second Lady Wang" (not
found in *Debrett's*) for adoption into the
family of Tang Lok, the testator. The
infant was weighed at the time (though it was
not said how much per catty a low-born babe
fetches) and found to tip the beam at nine catties,
hence his name "Kau-chong." Somebody is
lying most elaborately, for last week another
aged female gave an equally complete history of
the birth of this same child, in Tang Lok's
own house, son of Tang Lok's own wife,
and her mother acting as midwife. The name
"Kau Chong" was given him because the fates
decreed on his birth that he should prosper
he must be weighed in the balance and found *Kau
Chong*. After this, who shall say that mingling
engineers lie?

A PARLIAMENTARY paper has just been issued
at the instance of Mr. Herbert Gladstone, M.P.,
giving the number of her Majesty's ships which
have been lost otherwise than in action since
1840. From the information given, it appears
that no fewer than seventy vessels in the service
of the country have been lost from other causes
than war during the last half-century. The
majority were wrecked from various causes,
several were sunk in collisions with other vessels,
six were abandoned in the Arctic regions, two
were burnt (the *Yapra*, steam gun-vessel, in the
Channel, May, 1854, and the *Bombay*, 272 tons,
line-of-battle ship, off Monte Video, December,
1864), and one was sunk by explosions of
gas and gunpowder. The vessels which have
disappeared without any light being
thrown upon the causes for their disap-
pearance, are eight in number. Among these
have been the *Victor*, the *Camilla*, the
Atlanta, and the steam gunboat *Wasp*, which,
it will be remembered, was lost, with a total
complement of 73 officers and men, between
Singapore and Hongkong in September 1887.
No further account is given of the loss of the
Erabus and *Terror* in 1854 than the descrip-
tion of the latter as an Arctic vessel. Three
vessels—the *Harbor* (1870), the *Capitan* (1870),
and the *Eurydice* (1870)—captured at sea and
foundered. The last-named was afterwards
raised, towed into Portsmouth Harbour, and
broken up. In most cases the losses appear
from the verdicts of the inquiry committees to
have been purely accidental, but there are
several dismissals of responsible officers recorded
for negligence or errors in judgment.

THE *Foochow Echo* of the 4th Inst. reports
serious floods on the Min river, at the beginning
of last week, and a contemporary says:
Although formidable, as they were, they were
not so serious as we have known them in
former years, they came upon the people, we
understand, without warning, and loss of
life and property has been greater even than
last year, when the overflow of the river was more
extensive. The normal occurrence of these floods
is not later than the 21st of June (the fifteenth day
of the fifth moon) and the unwary river popula-
tion thought the season of danger to be past.
Consequently in spite of the gradual rising of the
river, all were in a state of unpreparedness, when
the torrent came suddenly with so tremendous
a force it carried away with it everything
that was not made fast. Houses built too close
to the waters edge, of course, were doomed to go,
and went, carrying with them men, women
and children. Some twenty boats, large and
small, were unable to keep their moorings,
and were dashed to pieces when they came
in contact with the bridge. The loss of
life, from bodies recovered, is known to be
eighty; nine women, fourteen children and the
balance men; but, it is said, that the numbers
drowned above bridge alone, were really far in
excess of this. The pole merchants suffered
severely. Some \$300,000 worth of poles were
washed away in all directions, affording a fine
harvest to daring boatmen between the bridge
and the anchorage. The current below the bridge
was so strong that the double anchor cables
of three large junks parted, but the
handling of the craft was so good that they
threwed their way through the rows of other
anchored junks without further mishap, and
brought up lower down the river. We hear that
the authorities did all in their power to render
assistance where it was needed, and that they
were successful in saving a good deal of life
and property by their prompt action, though
more might have been done if they had two or
three steam launches at their disposal.

THE following letter, which deals with the
management, or mismanagement, of the Indo-
China S. N. Company, appears over the nom de
plume of "Disatisfied Shareholder" in the
last number of *Fair Play*, and at the present
juncture will be read here with considerable
interest; and may even bring a smile to the
lips of those in the "know"—At a shareholder
in this unfortunate company, I fully agree
with the remarks made in your last issue.
This company was registered at the latter end
of 1885 to develop, I think, the local land
resources. The return to the shareholders has
always been a lean one. The capital has never
been fully subscribed, and in consequence there
has never been a quotation for the shares on
the Stock Exchange, although the same can be
dealt with in Hongkong and Shanghai. It is
needless to state that this has always been a
sore point with the shareholders on this side.
Although the capital is in sterling, should one
desire to sell shares the same have to be dealt
with in China, and the unfortunate shareholder
suffers a further depreciation on a value that
has invariably stood at a heavy discount. The
present shareholders have practically rebuilt the
fleet originally taken over, yet I was only told
a few days ago by a China friend that the boats
are considered unsuitable for the trade, as the
other competing lines still carry a fair return.
Another sore point with the shareholder has
always been the manner in which the revenue
account has been made up. One is never informed
what are our gross earnings, and what are the
working expenses. The managers *happily* give
us a return commission in each balance-sheet, but
no shareholder outside the Board knows the
amount. In the present inquiry into the return in
question, probably goes a long way to pay the
wretched dividend. Most steamship companies
give full particulars as to revenue account, and I
can see no reason for the Indo-China departing
from the general practice. The general managers
(Messrs. Jardine, Matheson & Co.) are of the
highest standing, and a company of this descrip-
tion, under good management, should make a
fair return, as the majority of the voyages are
short and the freights, until recently, have been
fairly remunerative. Until the capital is written
down, or drastic changes made, I fear the share-
holders can never expect a favourable return on
their original investment.

We are informed by the agents of the Austro-
Hungarian Lloyd's S. N. Co. that the Company's
steamer *Thibet*, from Bombay, left Singapore
yesterday afternoon, for this port.

A CHINESE beggar effected a very clever swindle
in Amoy last week, says the *Times*. It seems
that he hired a gorgeous suit of Man-
darin's clothing, together with chair, coolies,
runners etc., and proceeded to a Chinese
shop and selected some \$4,000's worth of
glassing and bird's nests of the best
quality, which was given to one of his
so-called runners to take to his bogus yamen,
the shopkeeper being told that he would return
in less than an hour with the money. It is need-
less to say that the money was not forthcoming,
and the beggar-Mandarin, watching his oppor-
tunity, made off, and has not been seen nor
heard of since.

THE Sanitary Board's programme for to-morrow's
meeting will be—Letter from the Colonial
Secretary concerning the analyses of the
waters drawn from the Tiam and Pok-
fulam mains in June; letter from Colonial
Secretary concerning the appearance of the
water supplied from the Tiam mains;
complaint regarding a smoke nuisance mortality
returns for week ended the 27th June; price of
papers concerning a hospital for the reception
and treatment of cases of infectious disease.
Surveyor's report on the condition of house
duals 57 to 51, High Street, v. to 16, Lai U
Lane, v. to 25, Pok-fulam Road, 360, Queen's
Road West. Monthly and quarterly reports.

THUS the New York *Maritime Register* on
"Western shipbuilding."—"Our English cousins
were, until recently, quite convinced that we poor
Americans would never again make any show
upon the ocean. We had lost the larger part of
our share of the carrying trade, and were indulging
in the luxury of a class of navigation laws that
time and again, in their own case and in that of
others, injured instead of helped a domestic
merchant marine. And they were glad of all
these things. They pretended yet to fear no rivalry
from west of the Atlantic. But they are some-
what wiser out of their assumed indifference
to our efforts by the great crises their own
experts tell of our superior war vessels. A new
era of shipbuilders has sprung up here and
has shown the world improvements. And now
the question is being hesitatingly put forward:
If the Yankees do so well with their war ships,
will they not be as successful with commercial
steamers? Of course they will, dear Mr. Bull!
And they will also find a way to circumvent bad
navigation laws, and to enter into the possession
of the carrying trade which, in the natural course
of events, must go to the control of Western
nation.

THE Registrar General has courteously furnished
us with the following general statement of the
annual returns, compared with the returns ten
years ago, showing an increase of about 37 per
cent. during the decade. It will be some weeks
before the detailed statement is complete, as the
work of arranging and classifying necessarily
requires much time and careful consideration.
The present figures are:—

	1881	1891	Increase.
Population			
Europeans and Ameri- cans including Mil- itary and Navy &c.	7,990	8,545	555
Chinese in Victoria and the villages includ- ing the Boat Popula- tion &c.	150,690	210,995	60,305
Nationals (other than Europeans and Ameri- cans and Chinese &c.)	1,722	1,901	179
Grand Total	160,402	221,441	61,039

J. H. STEWART LOCKHART,
Registrar-General.

THE *Hawk* learns that Lord Knutsford has had
a funny correspondence with some of his sub-
ordinates among the colonial governors.
Dismissed thereby by the Missions to Seamen,
his lordship tried to induce colonists to pay more
regard to Sunday, especially with respect to the
loading and discharging of vessels. In some
colonies the celebrated Act of Charles the
Second, under which magistrates sometimes fine
hucksters for Sunday trading, is in force, but in
others there is no prohibitive legislation; but,
whether prohibited or not, work seems to have
been carried on when necessary. Lord Knutsford,
thinking this a very sad state of
things, suggested some restrictions, and
this drew from some one or two of his
correspondents, rather plain speaking. Sir
William de Vaux, answering for Hong-
kong, said that he observed his lordship's
orders while disapproving of them, and that they
would deprive of work people who already had
too little of it. Mr. Grey-Wilson, writing from
St. Helena, says that he and the colonists are
agreed in thinking that so far from further
restrictive legislation being necessary, that
which already exists ought to be repealed; and
an earnest gentleman in Singapore warns the
Colonial Secretary that England's greatness
depends on her sons' enterprise being unimpeded
by law. On the whole, Lord Knutsford's efforts
on behalf of the Sabbath have not been very
successful, yet we fear that, prompted again
by the Missions to Seamen, the authorities are
turning their attention to the question of Sunday
observance at English ports.

DEATH OF ADMIRAL FONG.

(Special to the Hongkong Telegraph.)

(FROM OUR CORRESPONDENT.)

Canion, July 8th, 12.50 p.m.
It is rumoured here to-day that Admiral Fong
died in the City yesterday. Will send fuller
particulars as soon as news authenticated.

Later.
The news of Admiral Fong's death is con-
firmed. Cause not known.

General and Admiral Fong, after H.E. Chang
Chih-tung, was probably one of the most
energetic officials South-west China has known
for the past quarter of a century. The son of a
soldier, he distinguished himself thirty years ago
fighting against the Taeping rebels, and had
risen to the rank of colonel when appointed to a
subordinate post in the Kwangtung Province.
Eighteen years ago, five years after he has raised
to the post of commander-in-chief of the land and
naval forces of the province, which position he
held until his death. He was a severe, thoroughgoing
man. Among the honors conferred upon him by
the Throne was the order of the Yellow Flag
Wong Ling—an honor possessed only by some
half-dozen recipients in the whole Empire. It
carried with it the despotic power to order the
execution of any subject, if of subordinate rank,
without reference to Peking. That power Fong
wielded to no hesitating way. During the last
five years he is credited with having caused the
decapitation of several thousand prisoners, about
one hundred being despatched in one day, last
April. He was progressive, and during his
rule the standard of the forces, both naval
and military, was considerably improved, foreign

Instructors being retained, and Western methods
to some extent adopted. He died almost in
harness, having at the time of his death just
returned from a plate-raid at Kun-shan, a few
miles from Canton, when he died somewhat
unexpectedly of fever. He leaves a very large
family. The body will be taken to the Peking
district, near Swatow, of which place he was
native. Fong was 58 years of age, and was
pretty well-known in Hongkong, having an
interest in a shop in the Nam Pak Hong.
His successor will probably be General Chuen
Kum, at present in charge of the western defence
of Canton.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by
Correspondents in this column.)

COUNTERFEIT CARTRIDGES.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR—I desire to call the attention of the
public through the columns of your valued
Journal to a gigantic fraud now being perpetrated
upon the community, a fraud so serious as to
possibly involve the safety, property, and even
the life itself of every citizen. Before the *Namam*
plague last year there were many Winchester
repeating rifles owned by the various Govern-
ments, by officials, and by private citizens,
European and native, in all the treaty-ports.
That astonishing crime, followed by a long
series of robberies, attempted murders, and anti-
missionary riots, increased the sale of those
admirable weapons some two or three hundred
per cent.

Few purchasers of these rifles are familiar
with their peculiarities, and especially with the
cartridges which give them their chief value.
Every buyer depends upon the honesty of the
tradesman or merchant from whom he buys the
good.

This confidence has been imposed upon by
some clever swindlers who are flooding the
eastern market with counterfeit Winchester
cartridges.
A few weeks ago the officers of the Douglas
steamship *Haitan* were drilling, and at the
suggestion of their veteran captain, Samuel
Ashton, tried the rifles. The result was a
revelation. Of ten shots, three missed fire, one
choked the breech, one injured the repeating
mechanism, and one blew back and just missed
destroying the eyesight of the chief officer. Mr.
Bathurst! A careful examination showed that
all or nearly all the cartridges were counterfeits
of the poorest sort. The boxes were very close imi-
tations of the original packages, but if scrutinized
closely and compared with a genuine one, are
perceptibly different. The brass of the latter is
thicker, finer and grayish in tint; of the former,
bright yellow. In the former the rim of the
base is grooved and cylindrical; in the latter
smooth and rounded.

The bases of the former bear the letters W.R.A.
Company, those of the latter are plain. The
centre-fire segment of the former is brass; of the
latter copper or red brass.
The experience of the *Haitan* was so startling,
that I caused inquiries to be made, with the
following results: of three Douglas steamers,
every one had the bogus cartridges; on two Chinese
Merchant steamships it was the same. Of
seven people in Amoy, including Winchester, those
who had brought cartridges from England or the
United States had the genuine; those who had
purchased them in China had the bogus ones.
In one European and three native stores where
ammunition is for sale, every cartridge was a base
counterfeit!

The workmanship of the fraudulent article is
either "Brummagem," Belgian, or Bremen. To
my eye it looks as if it came from a Belgian
workshop.
I have ascertained the names of two importers
who supply the trade with the bogus goods. I
have not yet learned how far they are guilty or
how far they are imposed upon by their European
principals, and for that reason refrain from dis-
closing their identity.

One thing is certain—the mere fact that they
can profitably make wholesale cartridges of such
a kind that tradesmen can retail them for 75
cents and 3s. a box ought to raise suspicion as to
the legitimacy of the goods. Good metallic
cartridges cannot be sold (at least in honest
trade) for less than \$1.25 per box. Any smaller
figure means robbery somewhere.
At the present time, when we are liable to be
called upon at any moment to defend our lives
and property against robbers and criminals, the
efficiency and reliability of every cartridge is of
literally vital importance. It is bad enough to
be swindled by these counterfeits, but a crime
is committed against every buyer upon whom is
foisted such infamous trash. Is there not some
law in Hongkong which will suppress the fraud
and punish the perpetrators? I hope that the
Telegraph will declare war against the evil
and the evil-doer with its characteristic intrepidity.

Yours, etc.,
E. B.

Amoy, July 3rd, 1891.

[Our correspondent's discovery is indeed start-
ling, and the sooner an official inspection of the
ammunition stores here and in all coast-ports is
made, the better. We trust, too, that the Hong-
kong Chamber of Commerce will not ignore
such wholesale frauds, but will for once come
out of its shell and promptly report the matter
to the Government, in justice both to all
manufacturers of high reputation and to the
foreigners, both sailors and soldiers, whose
safety may depend on the efficiency of their
weapons.—Editor, H.K. Telegraph.]

FORMOSA.

(FROM OUR OWN CORRESPONDENT.)

TWATUTIA, June 9th, 1891.

If the Government will give the European
engineers full control over the southern railway
works, and have the good sense to send about

has seldom failed to present himself one in particular, developing and displaying a capacity superior to all others whose talents were recognised as essential to the fullest realisation of the general objects, and to whom was conceded a still larger proportion of the common stock.

By a convention naturally emanating from such conditions, the property of the stockholder was formally to the execution of the activity predatory. It was found more advantageous to surrender habitually and with docility a portion of the fruits of industry, than to have all wrenched from them at uncertain but recurrent and inevitable intervals, with the aggravation of ruthless slaughter and malicious destruction. From such brute naturalism has proceeded the earliest organisation of tribes, with their inferior chieftain and supreme chief, and thence by progressions which history has fully displayed, nations with monarchs, aristocracies, and priestly castes. The prevailing instinct has been to plunder and never to be plundered. The monarch, the aristocrat, the priest, the soldier, the man who was not the biggest share of the plunder of the people, the aristocracy, the lieutenants who secured the next largest proportion, and so on till the almost insatiable line stretched which separated the plunderer from the plundered. As the scale of spoliation expanded, concurrently with the art of organisation, the plundering class was constantly augmented, with a corresponding diminution in the shares of the participants. This process has now, in most European communities, reached a stage at which the whole organism has become unsound. The monarch and the aristocracy, with the civic functionaries who are essential instruments of their exactions, press heavily upon the shoulders of the people, every European country that for several centuries a disposition to revolt has been so obvious that standing-armies have been essential to intimidate and, if necessary, to slaughter. Armed mercenaries were at first tolerably reliable to those ends. Their lot could be rendered apparently, and perhaps really, preferable to that of the industrialist so long as the practice of abandoning to military rapine the entire populations of the scenes of their operations, and of delivering conquered towns to sack, prevailed. When Alva entered the Netherlands, for example, with nine thousand choice troops, there marched with the column ten thousand courtiers to keep them in good humour, and the conquest of a city converted each soldier who had been grumbling about unpaid arrears of stipend into the glorious master of hundreds of gold and jewels, and the Sultan over a bevy of shrieking maids and groaning matrons.

But the diffusion of information and enlightenment consequent on the discovery of the art of printing has discredited the savage methods of war waging. The mercenary to-day is but a wage-slave, like this tolling brother, and when provision has been made for the plunder required by the superior orders, and the horde of civil agents, further exactions have been impracticable to the extent which would be required to confer upon every soldier the luxurious appointments of a Pretorian guard. Hence violent methods of extortion have been almost abandoned, in favour of the outwardly milder and not less efficacious system of organised chicanery and constitutional imposture. In recent times force, having become dangerous and discredited in all spheres of predatory activity, has been superseded by cunning and fraud. The absolute suppression of that personal representative of the era of force—the monarch—in some countries has not seriously alleviated the condition of the exploited classes. In the United States of America, where there exists no monarch, and practically no standing army, and in the French Republic, whence monarchy has been expelled, the material condition of the people is not perceptibly better than in Great Britain or in Germany in a greater degree than can be accounted for by the comparative rectitude of settlement in the one case, and by the remarkable fecundity of the soil and favourableness of the climate in the other. Thus even where the "first robber" of the melodramatic period of history—the Sovereign—has been reduced almost to the impotent state of a Pagan, in "The Pilgrim's Progress," enabled only to gnash his teeth in unavailing anger, fresh aggressors beset the highways of human progress. The Anor, of New York, draws from the Republic an inhabitant of that city a larger revenue than the Czar of Russia enjoys for his personal gratifications. Vanderbilt derives from his railways a greater income than the Emperor of Germany is permitted to appropriate to himself. The Duke of Westminster exacts more from the small section of the population of Great Britain who pay him taxes under the name of rent than Queen Victoria is enabled to derive from the entire nation. In the aggregate the masses of every civilised nation pay tribute to the new order of capitalist plunderers infinitely more than they contribute to the State. The latter is under an obligation to render some services in return for their exactions. They defray the cost of the machinery of the State. Much of that machinery has, beyond doubt, been devised with the express object of providing sinuities for members and dependents of the plundering class. But some of it would be requisite under any circumstances. So much service and return, at any rate, the people receive from the old order of exploiters. But the new order make no return whatever. They pretend, indeed, to discharge the functions of organisers and superintendents of industry and commerce. But their services in these capacities are not fully compensated by one thousandth part of the riches which they extort. Of late, however, their condition has commenced to become somewhat uneasy and precarious. Competition among themselves begins to make serious inroads upon their profits. Till very recently they have managed to keep going comfortably by the aid of two devices. By securing to themselves the fruits of other men's native ingenuity in the form of labour-saving machinery, and by steadily contracting their wage-sheets, each has been able to meet the diminution in the price of the commodities he deals in. But the latter of these resources has found its limit. Labour, by organising, has brought into exercise a method of checking the downward course of remuneration. And while Labour, too desperately disabled to organise, remains helpless as yet, the wage-rate has touched the bottom depth of possible reduction. When in certain industries, female labour is obtained for 10 hours a day for four or five shillings per week of remuneration—the wretched recipient ekes out the balance necessary to support life by walking the streets—it is not conceivable that human exertion can be bought cheaper. The next stage would be for women to live by prostitution. Twenty hours daily for no wage, but in consideration of being exempt from summary execution.

Confronted by this difficulty, capitalists now-day have conceived the idea of reverting to the primary methods. They are arranging to combine in gangs, so as to plunder to more advantage. The notorious "Boss" Tweed adopted this conception, a score of years ago in a crude form, which, by its very essential character, aptly illustrated the origin and derivation of the idea now become a common commercial resource. He schemed to make himself and his associates marauders of an entire Government, wherein he would find the machinery of exploitation already in operation. All that he needed to do was work it to his own advantage. Having succeeded in obtaining control of the civic government of New York City, he simply appropriated a considerable part of the revenues for himself and

his familiars. This was merely assuming the rôle and the perquisites of a monarch and an aristocracy. But as the established laws did not recognise this usurpation, and Tweed could command no armed force adequate to enable him to subvert the laws and revolutionise the civic constitution, he failed to consolidate his position. For a season he was King of New York; but when his subjects revolted, thereupon he was merely a detected thief. The laws were stronger than the robber.

The moral of Tweed's enterprise and collapse has not been thrown away upon the predatory class. Their schemes to-day are carefully concocted so as to operate within the sanction of existing codes, or, at any rate, so as not to expose the operators to legal punishments. The ancient laws which restrained and scourged forestallers and monopolists have been desuetude, repealed, or otherwise have fallen into disrepute and out of the Statute-books. Such as remain unrepented of, among the absolute embezzlers are capable of being evaded by the refined ingenuity of latter-day conspirators. Combinations of capitalists to plunder consumers by artificially raising the price of commodities, by the old device of creating an artificial scarcity by withholding stocks, and the new plan of arranging for a restricted production, are no longer punishable. Or, at least, if punishable, the penalties are embodied in old statutes so long inoperative that the conspirators either believed them to be non-existent, to be forgotten, or to be evasive. Hence, in the United States, so-called "Trusts" multiply day by day. In Great Britain, "Comers" are concerned. The other day salt was the article assigned to use in order to tax the entire population for the profit of a band of capitalist conspirators. Yesterday it was chemicals. To-day it is Labour. A "Trust" with a capital of eighty millions sterling has been announced with impudent effrontery, the declared object of which is not to make Labour buy some particular commodity dear, but to constrain Labour to sell the only article of value it possesses—exertion—cheap. The result would be, of course, identical in either case. It makes no difference. Capital compels Labour to give ninepence worth of labour for sixpence or sells it sixpennyworth of salt for ninepence.

In countries newly settled, such as Australia and America, a mode of extortion much in favour with Capital is to obtain exclusive control over some natural opportunity, or general necessity, under pretence of a benevolent and enterprising anxiety to be of service to a community. Under this category are comprised such enterprises as the provision of tramway-services for the city and suburbs of Sydney, and the supply of water to the town of Broken Hill. In each of these instances public convenience and accommodation is the pretence, and exploitation the intention. In the first case the design of charging higher fares than are demanded on the lines as managed by the State, is not even disguised. That would afford profit at once. Reduction in the number of employees and contraction in the rate of wage is unquestionably an unwavering intention. The practice of a similar syndicate on its Melbourne tramway service furnishes unanswerable testimony to that effect. Thus two distinct sections of the public would be levied upon: those who use the trams and those who work them. Each of these sections would become tax-payers to the Tram-Syndicate. Now, the tram-owners constitute in reality the entire active population of the city and suburbs, or very nearly so. By bringing them under contribution the tram-monopolists would occupy essentially the same relation to the populace as used to be held by a baron of the Middle Ages, who, from his feudal estate, constrained an entire community to pay tribute.

The instance of the Broken Hill Water Supply is even more flagrant. In this case the adventurers coolly proposed that the Legislature, whose prime function it is to protect the people from oppression and fraud, shall confer upon a handful of schemers a monopoly of the very rain from the skies, which may fall upon an area of two hundred square miles of the earth's surface, whether it falls upon land and the property of the State, upon land and the property of individuals, or upon land and the property of the schemers. This gift of nature is to be, by the people's representatives, in defiance of nature, a perversion of the very essence of legislative functions, handed over to a Ring, with special leave to that Ring to sell what Providence freely but in that district not too bountifully gives, at famine prices. No project is too shameful, no device too scandalous, for capital to initiate and to adopt, in pursuance of its greedy quest after some "right" to lay the people in general under contribution. But every day the comprehension of the people widens its grasp of principles, and apprehends their application to particulars. The time is not, we believe, very far remote when propositions which have plunder for their motive will be recognised with unfailing accuracy and promptitude the instant they are mooted, and when their instigators, their participants, and especially their hireling sponsors in the Legislature will be visited with the swift and severe retribution of public disgrace and universal contumely. Once the public intelligence becomes fully seized of the baleful tendency and plundering intention of pseudo benevolent schemes of such character, it will not be long before there will be engrained upon the Constitution fundamental clauses absolutely invalidating any concession of such nature, although the Legislature should be guilty of giving it colour of legality.—*Sydney Bulletin*.

"YOU WILL NEVER GET BETTER, CAROLINE."

"When that voice strikes me I shall be washed away and drowned!"

So cried a sailor, clinging to a half-sunken wreck, as he saw a tremendous sea rolling towards him. Yet he lived to tell the tale some years hence.

"Before this time next week I shall be dead!"

So said a woman in a time of great fear. Yet she also lived—and still lives—to explain her situation.

Here is her story, told in her own words and in her own way. She says:—"One day in September, 1887, I stood at the top of a flight of eleven steps, about to go down. Suddenly I was taken with a giddy sensation. Everything seemed to swim around me, and I fell. I rolled to the bottom of the steps and was picked up insensible, with a broken arm. The doctor recommended rest and quietness. In a few days I was better, but still felt the shock to my nervous system.

"Then many bad symptoms appeared. I had an uncomfortable feeling all over me which I cannot describe. I couldn't eat, my appetite was gone. There was a foul taste in my mouth, pains in the side, back, and chest, coated tongue and a sense of weakness and distress in the stomach. I felt low and melancholy, and had anxieties and fears I could not explain to any particular cause. The doctor who attended me for some months said it was nervous debility, brought about by the shock.

"I got worse instead of better, and went to the London Hospital, Whitechapel Road, where I was an out-patient for several months, but I kept getting worse. They said I was suffering with shock, liver congestion, and debility. I was then sent to the Brighton Convalescent Home, where they treated me for fourteen days, and did little or no good. In a short time I began to despair, and my husband said to me, 'who came to see me thought I was doomed.' Thus I went on from month to month, expecting each week would be my last. Again and again I whispered solemnly to myself, 'Before this time next week I shall be dead!'

Intimations.

THE FAVORITE SUMMER BEVERAGE.

EMPIRE PALE ALE.

EMPIRE XXX STOUT.

SOLE AGENTS

HONGKONG TRADING CO., LTD.

Queen's Road, and Duddell Street.

"I took no further interest in anything pertaining to this world; but, thank God! I have a good husband and a good home. My husband carried me from my bed every day, and placed me in the chair, and tried to cheer me up and persuade me I would get better. But since I have really got well, he tells me he never in his heart believed his own words.

"My sister, too, came frequently to see me, and did all she could to ease my sufferings, but, being unable to resist what her own eyes showed her, she often said, 'You will never get better, Caroline!'

"But who likes to read accounts of the troubles and sorrows of others? so much do each and all of us have of our own to bear. I crave your attention only for a few words more.

"I went on in this way—like one who stands on the crumbling edge of an open grave—until February, 1890, when a little book was left at my shop which told of the remarkable cures wrought by Mother Seign's Curative Syrup. The narrative of the Polio-nian of Holyhead greatly impressed me. I said to my husband, 'The complaint that policeman suffered from is my complaint. The remedy that cured him may cure me.'

"I sent at once over to Messrs. Lacy and Co., the Chemists, Whitechapel Road, for a bottle. It did me good. I could eat; but, better still, the food digested. Before this, when I swallowed a mouthful of solid food it seemed to turn to wind or sour acid and gas, and gave me such pain I feared I had heart disease.

"I persevered with the medicine, and after taking six bottles I never felt so well in my life. I can now eat as heartily as any one, and am never distressed after taking food.

"In fact, I can now eat a jolly good dinner, and I leave you to imagine what a treat that is after being bed-ridden.

"My husband and relatives, as well as my neighbours, are all of my opinion—that Mother Seign's Syrup saved my life.

"(Signed) Mrs. CAROLINE SAGE, wife of Mr. Henry Sage, Basket Maker and Stationer, 200, Whitechapel Road, London, E."

One point only in Mrs. Sage's statement needs a word of explanation. The fall downstairs, in which her illness apparently began, was in fact the result of the injury, which had for some time been undermining her nervous system—namely, indigestion and dyspepsia, and the giddiness which occasioned the fall was merely one of its symptoms.—[Advt.]

Today's Advertisements.

THEATRE ROYAL, CITY HALL, HONGKONG.

WILLARD THE OPERA COMPANY.

THIS EVENING (WEDNESDAY), JULY 8TH,

Ballet's Evergreen Opera

"BOHEMIAN GIRL"

Cast of Characters:—

Thaddeus (a Proscribed Poet).....*Mr. W. Walthe*.

Count Arnheim (Governor of Presburg).....*Mr. Frank Saxby*.

Forester (Nephew to the Count).....*Mr. E. Fearley*.

Devilshoof (Chief of the Gipsies).....*Mr. F. Wentworth*.

Captain of the Guard.....*Mr. Smythe*.

Officer.....*Mr. S. Dean*.

Queen of the Gipsies.....*Miss Bessie Royal*.

Buda (Arnheim's Attendant).....*Miss Clara Denver*.

Arlene (The Count's Daughter).....*Mrs. A. St. John*.

Gipsies, Retainers, &c., &c.

Act I.—Chateau Grounds of Count Arnheim. (Two years are supposed to elapse between Acts I. and II.)

Act II.—Scene 1.—Street in Presburg. "2.—Place in Presburg. "3.—Public Place of Presburg. "4.—Apartment in the Hall of Justice.

Act III.—Salon in the Castle of Arnheim.

The scenery for this production painted by the Company's Scenic Artist, Mr. SMYTHE.

Conductor.....*Mr. T. ZEPLIN*.

THURSDAY, JULY 9TH,

"BOCCACCIO,"

(by desire).

SATURDAY, the 11th July,

"THE BEGGAR STUDENT,"

(Die Bettel Student).

Plan now open at Messrs. Kelly & Walsh, GENERAL ADMISSION—1s 6d and 2s 6d. Late Fringe will run on Saturday at 8.45 p.m. and 4 hour after the performance. Hongkong 8th July, 1891. [955]

THE INSTITUTION OF ENGINEERS, AND SHIPBUILDERS OF HONGKONG INCORPORATED, 1891.

NOTICE.

A GENERAL MEETING OF THE MEMBERS of this Institution is convened in accordance with the Company's Ordinance of 18th day of July, 1891, at the Rooms No. 16, Praya Central, at 8.30 p.m.

The further business to be put before the Meeting will be the Committee's Report on the progress of the Institution to date.

Though the business is confined to Members only, the presence of all Engineers interested will be cordially welcomed by the Committee.

W. H. WALKER, Secretary.

16, Praya, Hongkong, 8th July, 1891. [918]

THE SHAMHEEN HOTEL.

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the River Steam Wharves, is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hôte is supplied with every luxury in season, and the cuisine is in experienced hands.

Wines, Spirits, Malt Liquors, etc., of the best quality only.

A. F. DO ROZARIO, Manager.

Hongkong, 4th November, 1890. [1847]

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that the SECOND ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company, will be held at the Hongkong Hotel, on SATURDAY, the 11th July, at noon, for the purpose of presenting the Report of the Directors, together with a statement of accounts to 30th April, 1891, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th June to 11th July, both days inclusive.

By Order of the Board of Directors, CHAS. F. HARTON, Acting Secretary. Hongkong, 25th June, 1891. [973]

HONGKONG RIFLE ASSOCIATION.

A COMPETITION for the LONG RANGE CUP and SPOONS will take place (weather permitting) on SATURDAY, the 11th July, commencing at 3.15 p.m. Ranges 500 and 600 yards. Usual conditions.

A Launch will leave the P. & O. Pier at 2.45 p.m. to convey competitors.

J. ANDERSON, Acting Hon. Secretary. Hongkong, 6th July, 1891. [965]

THE HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

N-O-T-I-C-E.

THE CERTIFICATE of One Share in this COMPANY, numbered 1365, standing in the Register in the name of Messrs. DUNN, MELBY & Co., having been I.O.S.T, notice is hereby given that a new certificate for the said one share will be issued fourteen days hence, and that the original certificate, unless produced within that period will thereafter be held by the Company as null and void.

D. GILLIES, Secretary. Hongkong, 29th June, 1891. [935]

NOTICE.

JAYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

JAYE'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers at Wholesale Prices. Extra Special terms for Shipping and large Orders. Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says:

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co., Bank Buildings. Hongkong, 19th June, 1888. [13]

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR some of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary. Hongkong, 25th August, 1888. [71]

W. S. MARTEN,

ARTISTIC DECORATOR,

4, DUDDELL STREET, HONGKONG.

Hongkong, 6th April, 1890. [32]

DENTISTRY.

FIRST CLASS WORKMANSHIP AND MODERATE FEES.

MR. WONG TAI-FONG, Surgeon Dentist, (Formerly articled Apprentice, and latterly assistant to Dr. ROBERTS), HAS REMOVED TO THE MARINE HOUSE, QUEEN'S ROAD, (next to the Telegraph Companies).

CONSULTATION FREE. Hongkong, 7th March 1891. [395]

S. I. EN TING,

SURGEON DENTIST,

No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE, Consultation free. Hongkong, 18th March, 1891. [448]

EPILEPSY.

Suffers from cramps and nervous debility are surely cured by an approved and absolutely unequalled method.

Treatment by letter. Send full account of symptoms and address, inclosing postage stamps for answer.

OFFICE SANTAS, 37, Boulevard de Strasbourg, PARIS.

TO BE LET.

NOTICE.

THE PREMISES No. 9, Praya Central, lately occupied by Messrs. RUSSELL & Co. The whole by flats, or single rooms suitable for Offices and Dwelling.

Apply to E. D. SASSOON & Co. Hongkong, 20th June, 1891. [891]

TO BE LET.

ROOMS in Fender's Street lately occupied by Dr. Jordan, suitable for offices or bedrooms.

Apply to CRUICKSHANK & Co., Ltd. Hongkong, 29th June, 1891. [935]

TO BE LET.

An exceedingly comfortable and cool 6 ROOMED HOUSE.

Apply to THE SECRETARY, Humphreys Estate & Finance Co., Ltd. Hongkong, 29th June, 1891. [935]

HOUSES at Mountain View near Plunkett's Gap Hill District, consisting of 5 or 6 large dwelling rooms with every convenience. These houses overlook both sides of the island and are cool, comfortable and healthy.

Apply to JOHN A. JUPP, Secretary, The Austin Arms Hotel, and Building Company, Ltd. 38 & 40, Queen's Road Central, Hongkong, 26th May, 1891. [36]

TO BE LET.

THE Premises now in our occupation, known as "CONNAUGHT HOUSE," in Queen's Road Central.

Possession from 1st July next. For further particulars, apply to THE MARINBURK FURNITURE Co., Ltd. Hongkong, 5th June, 1891. [87]

TO LET.

NO. 9, SEYMOUR TERRACE.

ROOMS in College Chambers. OFFICES and CHAMBERS in Connaught House, Queen's Road Central. OFFICES in Victoria Buildings.

Apply to DAVID SASSOON, SONS & Co. Hongkong, 18th June, 1891. [13]

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

TO LET, KNUTSFORD TERRACE, KOWLOON.

HOUSES with 5 ROOMS, including Bath-rooms, Tennis Courts. Good view and Healthy situation. Rent and Taxes \$32, a month.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. Hongkong, 24th March, 1891. [422]

TO LET,

With Immediate Possession.

No. 17, PRAYA CENTRAL.

OFFICES—above Messrs. Douglas, Laprak & Co.'s Premises. Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. Hongkong, 16th December, 1890. [49]

TO LET.

BAHAR LODGE, THE PEAK.

R. B. LOT No. 59.

THIS desirable residence with Gas laid on to be Let Furnished or Unfurnished. Apply to HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd. Hongkong, 17th May, 1891. [710]

For Sale.

FOR SALE!!

BEST STEAM COAL.

THE Undersigned, having been appointed Agents for the sale of the WAN AN (Formosa) STEAM COAL, are prepared to supply the same in any quantities to suit buyers, at VERY REASONABLE RATES.

SPECIAL QUOTATIONS TO LARGE CONSUMERS. For Particulars, apply to TUCK YUE & Co., No. 34, Praya Central. Hongkong, 6th June, 1891. [822]

Ten Pounds IN Two Weeks Think of it!

As a Flesh Producer there can be no question but that

SCOTT'S EMULSION

OF PURE COD LIVER OIL & HYPOPHOSPHITES

Of Lime and Soda is without a rival. Many have gained a pound a day by the use of it. It cures

CONSUMPTION, BRONCHITIS, COUGHS & COLDS, & ALL FORMS OF WASTING DISEASES. As palatable as milk, and three times as efficacious as plain Oil. See how you get the genuine as there are no poor imitations.

Sold by all Chemists.

SCOTT & BOWNE, LIMITED, 47, MARK LANE, LONDON, E.C.

Sole Agents for Hongkong and China: Messrs. A. & S. WATSON & Co. (Limited), Hongkong, 20th December, 1890.

Commercial.

LATEST QUOTATIONS.

Hongkong and Shanghai Bank, cum New Issue—201 per cent. premium, sales.

Union Insurance Society of Canton—\$95 per share, buyers.

China Insurance Company—\$65 per share, buyers.

North China Insurance—Tls. 375 per share, buyers.

Canton Insurance Company, Limited—\$115 per share, buyers.

Yangtze Insurance Association—Tls. 72 per share, buyers.

On Tai Insurance Company, Limited—Tls. 150 per share, buyers.

Hongkong Fire Insurance Company—\$305 per share, buyers.

China Fire Insurance Company—\$31 per share, buyers.

Hongkong and Whampoa Dock Company—\$100 per cent. premium, buyers.

Hongkong, Canton, and Macao Steamboat Co.—\$338 per share, sales.

China and Manila Steam Ship Company—105 per share, buyers.

Hongkong Gas Company—\$131 per share, buyers.

Hongkong Hotel Company—\$120 per share, buyers.

Hongkong Hotel Co.'s Six per cent. Debentures—\$501.

Indo-China Steam Navigation Company, Limited—77 per cent. discount, buyers.

Douglas Steamship Company—\$43 per share, buyers.

China Sugar Refining Company, Limited—\$187 per share, buyers.

Luxon Sugar Refining Company, Limited—\$36 per share, buyers.

Hongkong Ice Company—\$88 per share, buyers.

Hongkong and China Bakery Company, Limited—\$75 per share, buyers.

Hongkong Dairy Farm Co., Limited—\$7 per share, sales.

A. S. Watson & Co., Limited—\$30 per share, ex div., sales and buyers.

Chinese Imperial Loan of 1884 B—21 per cent. premium, sellers.

Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.

Chinese Imperial Loan of 1886 E—14 per cent. premium.

Hongkong Rope Manufacturing Company, Limited—\$110 per share, buyers.

The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.

Punjab and Sindh Dug Sahamant Mining Co.—\$4 per share, sellers.

The Raub Gold Mining Co., Limited—\$1.00 per share, buyers.

Imperial Mining Co., Limited—\$10 per share, sellers.

The Balmoral Gold Mining Co., Limited—\$4 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—\$82 per share, buyers.

Tongkin Coal Mining Co.—\$300 per share, sellers.

The Hongkong High-Level Tramway Co., Limited—\$65 per share, buyers.

H. G. Brown & Co., Limited—\$50 per share, buyers.

Cruickshank & Co., Limited—\$25 per share, nominal.

The Steam Launch Co., Limited—nominal.

The Austin Arms Hotel and Building Company, Limited—\$10 per share, sellers.

The China-Borneo Co., Limited—\$15 per share, sellers.

The Hongkong Brick and Cement Co., Limited—\$12 per share, sellers.

The Green Island Cement Co.—\$15 per share, sellers.

The Hongkong Land Investment Co., Limited—\$35 per share, sellers.

The Hongkong Electric Light Co., Limited—\$6 per share, sellers.

Geo. Fenwick & Co., Limited—\$15 per share, sales.

The West Point Buildings Co., Limited—\$25 per share, sellers.

The Peak Hotel and Trading Co., Limited—\$5 per share, sellers.

The Labuk Planting Co., Limited—\$15 per share, sellers.

The Jelabu Mining and Trading Co., Limited—\$4 per share, sellers.

The Selama Tin Mining Co., Limited—75 cents per share, sellers.

The Shamson Hotel Co., Limited—nominal.

The Kowloon Land Investment Co., Limited—\$15 per share, buyers.

The Bank of China & Japan & the Straits Ltd.—\$7 per share, buyers.

The Bank of China & Japan & the Straits Ltd.—Founders' shares, \$160 per share, sales and buyers.

London and Pacific Petroleum Co., Ltd.—\$15 sellers.

The National Bank of China, Ltd.—55 per cent. dis., buyers.

The National Bank of China, Ltd.—Founders' shares, \$250 per share, buyers.

CHINA COAST METEOROLOGICAL REGISTER.

7th July, 1891.—At 4 p.m.									
STATION.	Bar.	Therm.	Wind.	Cloud.	Humid.	Dir.	Force.	State.	Remarks.
Shanghai	30.1	82	SW	100	85	100	10	Clear	
Amoy	30.1	82	SW	100	85	100	10	Clear	
Swatow	30.1	82	SW	100	85	100	10	Clear	
Shanghai	30.1	82	SW	100	85	100	10	Clear	
Amoy	30.1	82	SW	100	85	100	10	Clear	
Swatow	30.1	82	SW	100	85	100	10	Clear	
Shanghai	30.1	82	SW	100	85	100	10	Clear	
Amoy	30.1	82	SW	100	85	100	10	Clear	
Swatow	30.1	82	SW	100	85	100	10	Clear	

For Hollow and Pakhoi.—Per *Asteris* to Swatow, Amoy, & Fochow.—Per *Haitan* on Friday, the 10th instant, at 11.30 A.M.

For Nagasaki, Kobe, and Yokohama.—Per *Verona* on Friday, the 10th instant, at 1.00 P.M.

For Europe, Australia, India, and Madras, and Mauritius.—Per *Calcutta* on Wednesday, the 15th instant, at 11.00 A.M.

For Yokohama and San Francisco.—Per *Oceanic* on Saturday, the 18th instant, at 0.30 P.M.

For Shanghai, Yokohama, Victoria, and Vancouver.—Per *Parilla* on Tuesday, the 21st instant, at 11.30 A.M.

Shipping in Hongkong.

STEAMERS.

ACTIV, Danish steamer, 355, H. Hygan, 5th July, Hollow 3rd July, General—Amoy, Hongkong, and Swatow.

AMOI, German steamer, 773, C. G. Krudner, 4th July, Mauritius and Singapore, 10th June, Old Iron—Wider & Co.

AMOI, German steamer, 814, Th. Lehmann, 7th July, Shanghai 3rd July, General—Stensen & Co.

BOMBAY, British steamer, 3,047, S. Bason, 4th July, London 16th May, and Singapore 28th June, General—P. & O. S. N. Co.

CROW-CROW, German steamer, 295, F. Clausen, 4th July, Whampoa 4th July, General—Melchers & Co.

COSMOPOLIT, German steamer, 551, Schaefer, 7th July, Hilo 3rd July, Wood—Wider & Co.

DECEMA, German steamer, 955, C. Christensen, 17th July, Samarang 25th July, General—Geo. R. Stevens & Co.

DIAMANTE, British steamer, 514, J. C. Gerard, 6th July, Manila 3rd July, General—Shewan & Co.

FAME, British steamer, 117, Lieut. Wm. G. Conley, R.N.R.—Hongkong Government tender.

GENERAL WERDER, German steamer, 1,810, B. Blanke, 30th June—Yokohama 21st June, Mails and General—P. & O. S. N. Co.

INDEPENDENT, German steamer, 871, T. Schall, 27th July, Honolulu 10th June, Ballast—Wider & Co.

MONKUT, British steamer, 859, G. Anderson, 3rd July, Bangkok 23rd June, and Koh-si-chang 26th, Rice—Yuen Fat Hong.

NINPO, German steamer, 762, R. Kohler, 4th July, Whampoa 4th July, General—Stensen & Co.

PESHAWAR, British steamer, 2,156, W. E. Wheeler, 7th July, Shanghai 4th July, Mails and General—P. & O. S. N. Co.

PILOT FISH, British steamer, 161, A. Stopan, Hongkong and Whampoa Dock Co.

POLLUX, German steamer, 858, H. Hellmuth, 23rd June, Saigon 19th June, Rice and Paddy—Melchers & Co.

PRESE, German steamer, 655, J. Jensen, 7th July, Whampoa 7th July, General—Chinese.

RIVERDALE, British steamer, 1,311, J. Moorey, 5th July, Nagasaki 28th June, Coals—Mitsui Bishi Colliery.

SIRHAN, British steamer, 983, E. F. Stowell, 6th July, Saigon and July, General—Chinese.

THEBAN, British steamer, 1,684, G. W. Hall, 5th July, Bombay 18th June, and Singapore 20th, General—P. & O. S. N. Co.

VERONA, British steamer, 1,876, F. H. Seymour, 6th July, Yokohama 27th June, Mails and General—P. & O. S. N. Co.

SAILING VESSELS.

CALBURA, British ship, 1,350, Douglas, 4th June, New York 23rd January, Petroleum—Russell & Co.

CARL FRICKER, German ship, 2,040, H. Fröhlich, 5th July, Cardiff 21st March, Coals—Melchers & Co.

ERKUNZU, Chinese bark, 459, Oplum Kiam-lan, donk, Stonocott's Island—Chinese Customs.

GEORGIETTA, American bark, 935, Kasten, 18th June, Singapore 5th June, Timber—Master.

HYDRA, Danish bark, 786, C. Christensen, 26th April, Hamburg 24th December, General—Carliotis & Co.

ISAAC REED, American ship, 1,480, F. D. Waldo, 25th May, New York 23rd Nov., Kerosene Oil—Russell & Co.

MCLENNAN, American ship, 1,313, F. L. Oakes, 28th April, New York 30th November, Petroleum—Order.

MINNIE G. WHITING, British bark, 1,221, W. H. Smith, 18th June, New York and Feb., Kerosene Oil—Jardine, Matheson & Co.

OMIDA, British bark, 480, A. W. Brown, 23rd May, Singapore 24th April, Timber—Master.

P. N. BLANCHARD, American ship, 1,503, N. W. Blanchard, 12th June, Saigon 6th June, Rice—Captain.

SEANTYRE, British bark, 997, J. Clark, 3rd July, Sourabaya, 19th June, Ballast—Captain.

VELOCITY, British bark, 491, R. Martin, 26th May, Honolulu 19th April, General—Chinese.

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILLA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, FLYMOUTH, AND LONDON.

ALSO, BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR BATAVIA, PERSTAN, GULY PORT, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT FLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "PESHAWAR" Captain W. A. Wheeler, with Her Majesty's Mails, will be despatched from this for LONDON, via BOMBAY, and SUEZ CANAL, on THURSDAY, the 9th July, at Noon.

Cargo will be received on board until 4 P.M., on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.

For further particulars regarding FREIGHT and PASSENGER apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bill of Lading.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 29th June 1891.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.

City of Rio de Janeiro, Thursday 30th July, China.

City of Peking, Saturday 22nd Aug., City of Peking, Tuesday 15th Sept.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via YOKOHAMA, on THURSDAY, the 30th July, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.

From Hongkong, First-class.

To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O., To Liverpool and London, 325.00.

To Paris and Bremen, 345.00.

To Havre and Hamburg, 335.00.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in service of China and Japan, and to Government officials.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months \$337.50

12 months \$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 72 Queen's Road Central.

J. S. VAN BUREN, Acting Agent.

Hongkong, 24th June 1891.

CANADIAN PACIFIC RAILWAY'S ROYAL MAIL STEAMERS.

PROPOSED SAILINGS FROM HONGKONG, 1891.

(SUBJECT TO ALTERATION.)

Parilla, Tuesday, 1 July 21st.

Empress of Japan, Tuesday, 1 Aug. 11th.

Empress of China, Tuesday, 1st Sept.

THE R. M. S. "PARILLA," 3,167 tons, Captain Panton, R.N.R., sailing at Noon, on TUESDAY, the 21st July, with Her Majesty's Mails, will proceed to VANCOUVER, via SHANGHAI, and YOKOHAMA.

RATES OF PASSAGE.

(In Mexican Dollars.)

FROM HONGKONG, FIRST CLASS:

TO

Vancouver, Victoria, Esquimaux, New Westminster, B.C., Port Townsend, Seattle, Tacoma, Wash., San Francisco, Portland, Ore., San Francisco, Banfill Calgary, Alta, Winnipeg, Man., To Minneapolis, St. Paul, Duluth, Minn., Chicago, Ill., Kansas City, St. Louis, Mo., Milwaukee, Wis., Cleveland, Columbus, Ohio, Hamilton, London, Toronto, Ont., Buffalo, Niagara Falls, N.Y., Kingston, Ottawa, Ont., Montreal, Quebec, Que., New York, Albany, Troy, Rochester, N.Y., Baltimore, Md., Philadelphia, Pittsburg, Pa., Washington, D. C., Boston, Mass., Portland, Me., Halifax, N. S., St. John, N. B., Liverpool and London via Liverpool, 325 575 650

Paris, via Liverpool and London, 345

Havre, via Liverpool and London, 335

Bremen, 345

Hamburg, 335

and class steamer and 1st class on rail and 2nd class steamer and rail, also Storage, Fares, and Rates to other places, quoted on application.

The Steamers call at Victoria to land and embark passengers.

Return Tickets—Time limit for prepaid return tickets is reckoned from date of issue to date of re-embarking at Vancouver.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in service of China and Japan, and to Government officials.

CARGO.—Through Bills of Lading issued in Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of D. K. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway, Vancouver, B. C.

Parcel must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODD, WILLIAMS & CO., Agents.

Hongkong, 7th July, 1891.

For Sale.

MITSUI BUSSAN KAISHA'S

Sole Agents in Japan, China, Corea, Hongkong & Macao.

WATERBURY WATCH

Reliable, durable and accurate time keepers.

SERIES E.—\$2.70 each.

SERIES J.—\$4.75 each.

SERIES L.—\$4.75 each.

Reduction of price to be made on an order for more than a dozen.

Order from Out-ports to be promptly executed.

No. 8, QUEEN'S ROAD CENTRAL, Hongkong, and July, 1891. [1189]

INTIMATION.

J. Blackhead & Co.,

SHIP-CHANDLERS, SAIL-MAKERS, AND PROVISION MERCHANTS, NAFF CONTRACTORS, AND GENERAL COMMISSION AGENTS, No. 11, Praya Central, (Opposite Elder's Wharf).

SOLE AGENTS for RAHTJEN'S GENUINE COMPOSITION FOR THE BOTTOMS OF IRON SHIPS.

HARTMANN'S GREY PAINT, specially manufactured for coating the inside of STEEL SHIPS.

SPECIALY SELECTED, EX. PRIME, PORK AND BEEF in Barrels.

Also, AMERICAN PRIME SUGAR-CURED HAMS AND BACON.

CHR. MOTZ & Co., BORDEAUX CLARETS.

CEMENT from the celebrated Factory of Hem-moor.

FLensburg STOCK BEER, ENGINEERS' AND BLACKSMITHS' MACHINERY AND TOOLS.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

ALL KINDS OF COALS

SUPPLIED AT THE SHORTEST NOTICE. Hongkong, 25th March, 1891. [1182]

JOHN AMBROSE CLARKE, Teacher of Officers and Engineers, No. 75, WYNDHAM STREET, Opposite Central Police Station.

CANDIDATES prepared for the MARINE BOARD EXAMINATIONS. Author of the "NEW NAVIGATION," And an "Arithmetic" for Engineers, &c. Hongkong, 7th February, 1891. [1246]

CARBOLINUM AVENARIUS, (REGISTERED).

AN ANTISEPTIC PAINT for the Preservation of Wood, Walls, Roofs, and Ship's Tackle. May be applied to Beams, Floors, Walls, Ceilings, Wooden Ornaments, Eaves, Roofs, Wooden Sheds, Farmers' and Gardeners' Implements, Carts, Posts, Fences, Stables, Gates, Bridges, Boats, and all Timber underground. Effectually excludes all dampness from walls, preventing decay and entirely prevents the crumbling away and decay of both stone and bricks. While ants do not touch wood painted with Carbolineum Avenarius. Used during the last 14 years with the utmost success, as proved by numerous Testimonials from living authorities. Sold in casks of about 450 lbs. net. Price 5 cents per lb. For further particulars, apply to

SCHLEE & Co., Sole Agents, No. 15, Stanley Street, Hongkong and Shanghai, 1890. [144]

CHS. J. GAUPP & CO., CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS, CHARTS AND BOOKS.

Agents for Louis Audemars' Watches, awarded the highest Prize at every Exhibition, and for Volckmar and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES, No. 4, Queen's Road, Central. [186]

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS, and LUMBER Always on Hand. L. MALORY, Hongkong, 24th June, 1891. [1002]

FOR SALE.

THE HONGKONG DIRECTORY Published at the Office of the Hongkong Telegraph is the best and most complete work of the kind ever published in the Far East. The Directory contains all the latest and most reliable information concerning China, Japan and all the other Countries in the East.

PRICE, £5.00.

To be obtained from all Bookellers in China and Japan.

Hongkong, 23rd March, 1891.